

# CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

**Employer Id :** E99689

**Employer :** Seattle Pacific Industries  
dba: Unionbay  
Sportswea/Seattle Pacific  
Industries dba: Unionbay  
Sportswe

**Worksite :** Union Bay Sportswear

**Street :** 21216 72ND AVE S

**Jurisdiction :** City of Kent

**Survey Date :** 10/15/2011

**Survey Type :** Paper

**Response Rate :** 70%

## Drive Alone & One-Way VMT Rates at this Worksite

**Drive Alone :** 82.1%

**One-Way VMT per employee :** 15.7

## Employees and Survey Response Information

**Reported Total Employees at Worksite:** 105

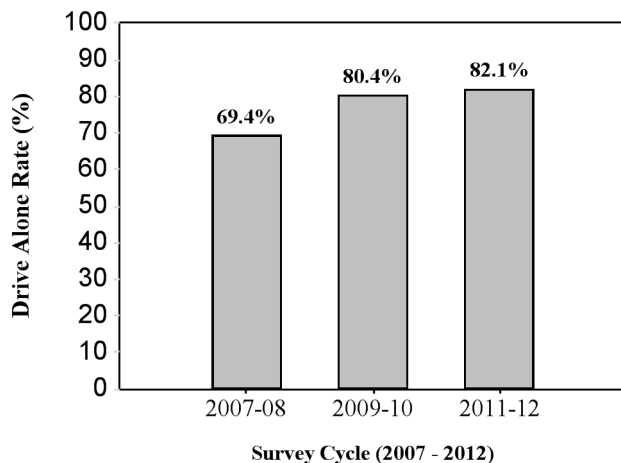
**Surveys Distributed :** 105

**Surveys Returned :** 74

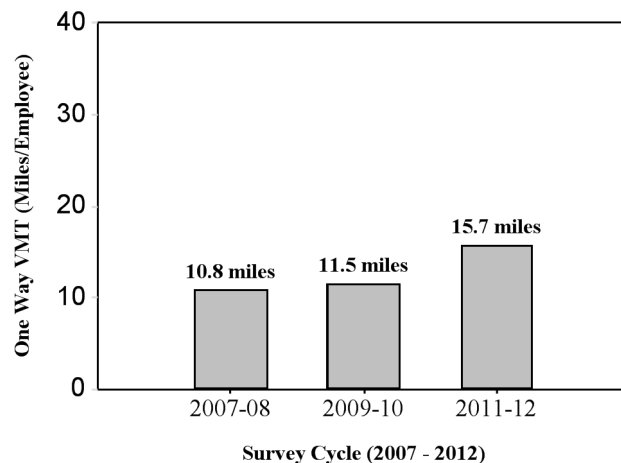
**Surveys Returned by CTR Affected Employees :** 53

**Total Estimated CTR - Affected Employees at Worksite :** 75

**Drive Alone - All Employees**



**One Way VMT per Employee - All Employees**



## Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007-08	69.4%	70.6%	10.8	11.2
2009-10	80.4%	80.6%	11.5	11.8
2011-12	82.1%	78%	15.7	16.5
Goal for 2011-12	62.5%	63.5%	9.4	9.7
Percent Change From First Survey	18.3%	10.5%	45.4%	47.3%

Note: An "affected" employee is a person who works full-time and who begins a regular work day at a single worksite between 6 am and 9 am on two or more weekdays for at least twelve continuous months.

\*\* Goal is an estimate only, based on an assumed 10% reduction in drive alone rate and a 13% reduction in VMT/employee from the first survey conducted from 2007 to 2010. However, jurisdictions can set higher goals, and may set different goals for individual worksites. Goal is calculated off of the first survey without fill-in applied. Drive alone rate includes one-person motorcycles.

**Employer ID:** E99689

## Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007-2008	2009-2010	2011-2012
<b>Drive Alone - All Employees*</b>	69.4%	80.4%	82.1%
<b>VMT/Employee - All Employees</b>	10.8	11.5	15.7
<b>Drive Alone - CTR Affected Employees*</b>	70.6%	80.6%	78.0%
<b>VMT/Employees - CTR Affected Employees</b>	11.2	11.8	16.5

\* Drive alone rate includes one person motorcycles.

**Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.**

## GHG Emissions: Total for Drive Alone, Carpools, Vanpools

### Annual Greenhouse Gas Emissions (Metric Tons CO<sub>2</sub>e) for Roundtrip Commute\*

	2007-2008	2009-2010	2011-2012
Emissions for Surveyed Employees	319	259	246
Estimated Emissions for Total Employment	370	315	349

\* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

## Bus Transit Passenger Miles and Rail Transit Passenger Miles\*

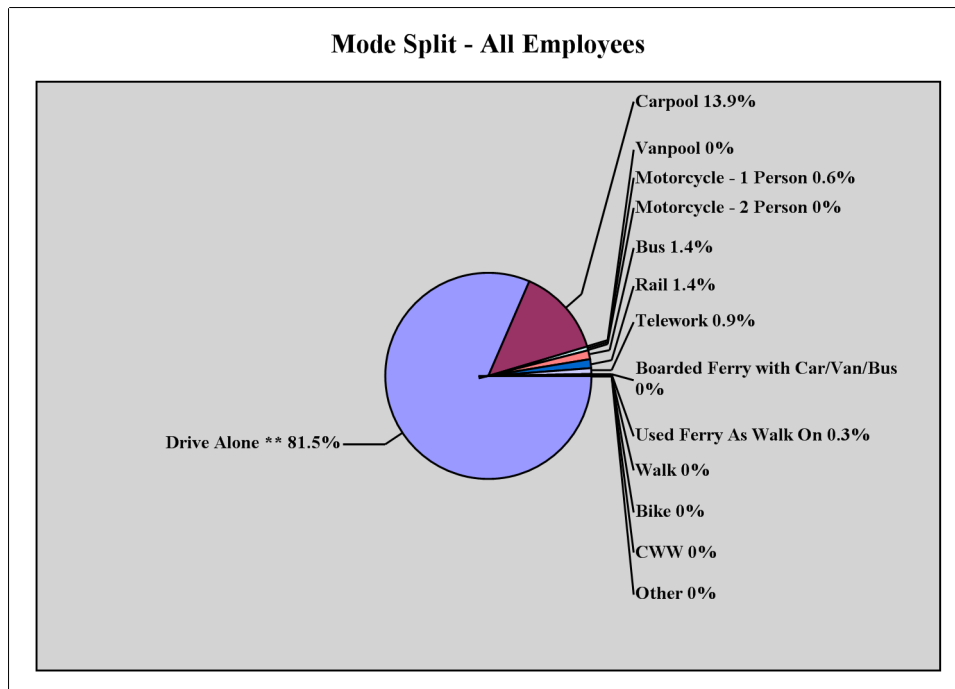
Annual Transit Passenger Miles (includes Roundtrip Commute)	2007-2008	2009-2010	2011-2012
Bus Annual Passenger Miles - Surveyed Employees	37,000	9,000	7,000
Bus Annual Passenger Miles - Estimated for Total Employment	42,968	10,946	9,932
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	8,000	5,000	6,000
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	9,290	6,081	8,514
Ferry Annual Passenger Miles - Surveyed Employees	0	0	1,400
Ferry Annual Passenger Miles - Estimated for Total Employment	0	0	1,986

\* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO<sub>2</sub>e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO<sub>2</sub>e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO<sub>2</sub>e emissions per passenger mile for train/light rail/streetcar.

Employer ID : E99689

## Commute Trips By Mode - All Employees \*

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone **	282	81.5%	79.8%	62	84.9%	77.3%
Carpool	48	13.9%	12.7%	11	15.1%	13.6%
Vanpool	0	0%	2%	0	0%	1.8%
Motorcycle - 1 Person	2	0.6%	0.6%	2	2.7%	0.9%
Motorcycle - 2 Person	0	0%	0%	0	0%	0%
Bus	5	1.4%	3%	1	1.4%	2.7%
Rail	5	1.4%	1.4%	1	1.4%	1.8%
Telework	3	0.9%	0%	2	2.7%	0%
Boarded Ferry with Car/Van/Bus	0	0%	0%	0	0%	0%
Used Ferry As Walk On	1	0.3%	0%	1	1.4%	0%
Walk	0	0%	0%	0	0%	0%
Bike	0	0%	0.6%	0	0%	0.9%
CWW	0	0%	0%	0	0%	0%
Other	0	0%	0%	0	0%	0%

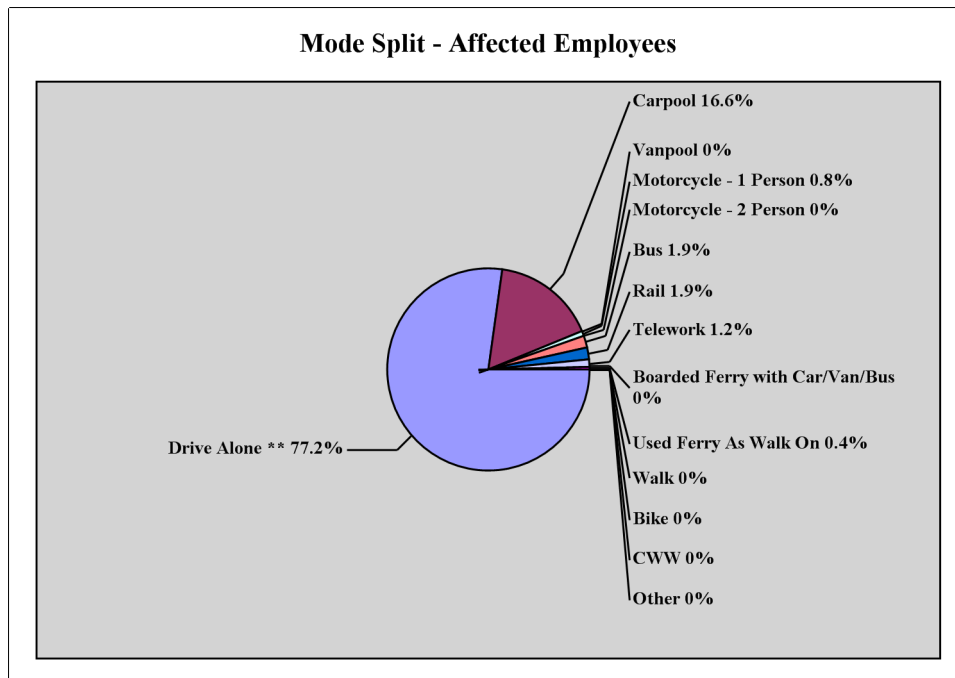
\* Mode shares in 2009/2010 survey are not entirely consistent with mode shares in 2007/08 survey since 2009/2010 survey included new modes (i.e. two ferry options)

\*\* Drive alone mode includes fill-in, where applicable.

Employer ID : E99689

## Commute Trips By Mode - Affected Employees \*

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During previous Survey Week	Employees Who Used This Mode At Least Once During This Survey Week	% of Employees Who Used This Mode At Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During previous Survey Week
Drive Alone **	200	77.2%	80%	43	81.1%	80.4%
Carpool	43	16.6%	13.1%	10	18.9%	13.4%
Vanpool	0	0%	2.1%	0	0%	2.1%
Motorcycle - 1 Person	2	0.8%	0.6%	2	3.8%	1%
Motorcycle - 2 Person	0	0%	0%	0	0%	0%
Bus	5	1.9%	2.1%	1	1.9%	2.1%
Rail	5	1.9%	1.5%	1	1.9%	2.1%
Telework	3	1.2%	0%	2	3.8%	0%
Boarded Ferry with Car/Van/Bus	0	0%	0%	0	0%	0%
Used Ferry As Walk On	1	0.4%	0%	1	1.9%	0%
Walk	0	0%	0%	0	0%	0%
Bike	0	0%	0.6%	0	0%	1%
CWW	0	0%	0%	0	0%	0%
Other	0	0%	0%	0	0%	0%

\* Mode shares in 2009/2010 survey are not entirely consistent with mode shares in 2007/08 survey since 2009/2010 survey included new modes (i.e. two ferry options).

\*\* Drive alone mode includes fill-in, where applicable.

Employer ID: E99689

### Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	59	80%	74	100%
1 Days	1	1%	15	20%
2 Days	1	1%	14	19%
3 Days	3	4%	13	18%
4 Days	1	1%	10	14%
5 Days	8	11%	9	12%
6 or More Days	1	1%	1	1%

### Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non- Drive Alone At Least 3 Days / week	
5 days a week	34	58.6%	10	17.2%	1	1.7%	10	17.2%	1	1.7%	0	0%	0	0%	0	0%	12	20.7%
4 days a week (4/10s)	2	50%	1	25%	0	0%	1	25%	0	0%	0	0%	0	0%	0	0%	1	25%
3 days a week	1	11.1%	8	88.9%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
9 days in 2 weeks (9/80)	0	0%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
7 days in 2 weeks	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%

Employer ID: E99689

## Count by Occupancy of Carpools, Vanpools, and Motorcycles

Q.4b If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

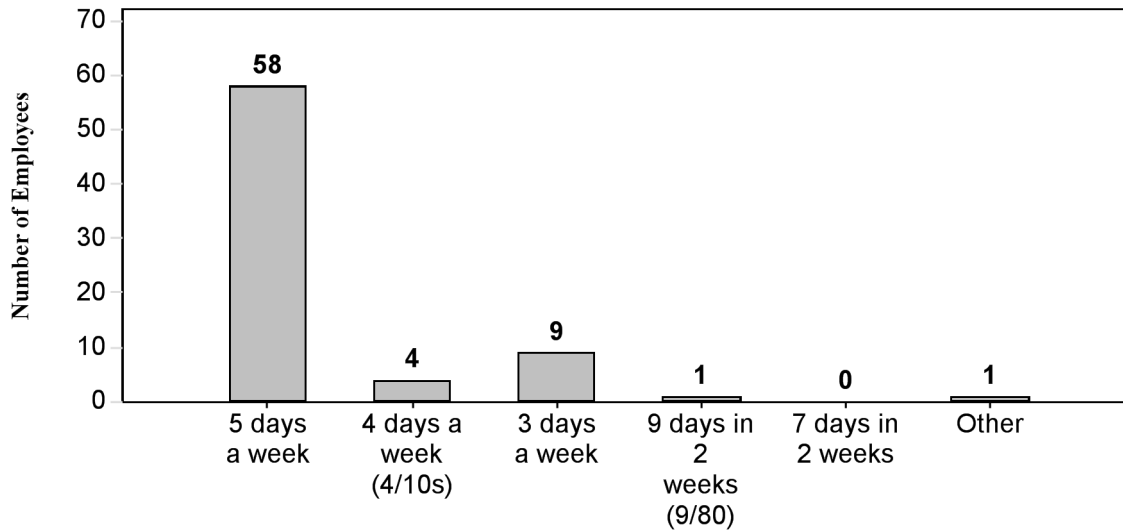
Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	2
2	Motorcycle	0
2	Carpool	28
3	Carpool	20
4	Carpool	0
5	Carpool	0
>5	Carpool	0
<5	Vanpool	0
5	Vanpool	0
6	Vanpool	0
7	Vanpool	0
8	Vanpool	0
9	Vanpool	0
10	Vanpool	0
11	Vanpool	0
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0

Employer ID: E99689

## Reported Work Schedule - All Employees

Q.5 Which of the following most fits your normal work schedule?

**Reported Work Schedule**



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	58	79.5%
4 days a week (4/10s)	4	5.5%
3 days a week	9	12.3%
9 days in 2 weeks (9/80)	1	1.4%
7 days in 2 weeks	0	0%
Other	1	1.4%

Employer ID: E99689

**Use Of Alternatives - Telework**

Q.6b Employees who reported teleworking at least once in the previous two weeks, days teleworked in the last two weeks.

Number Of Days Teleworked	# Of Responses	% Of Total Employees
0	16	21.6%
1	2	2.7%
2	0	0%
3	0	0%
4	1	1.4%
5	0	0%
6	0	0%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
Not Answered	55	74.3%



Employer ID: E99689

## Distance to Work, Use of Ferries, Park-and-Ride lots or Paid Parking by All Employees

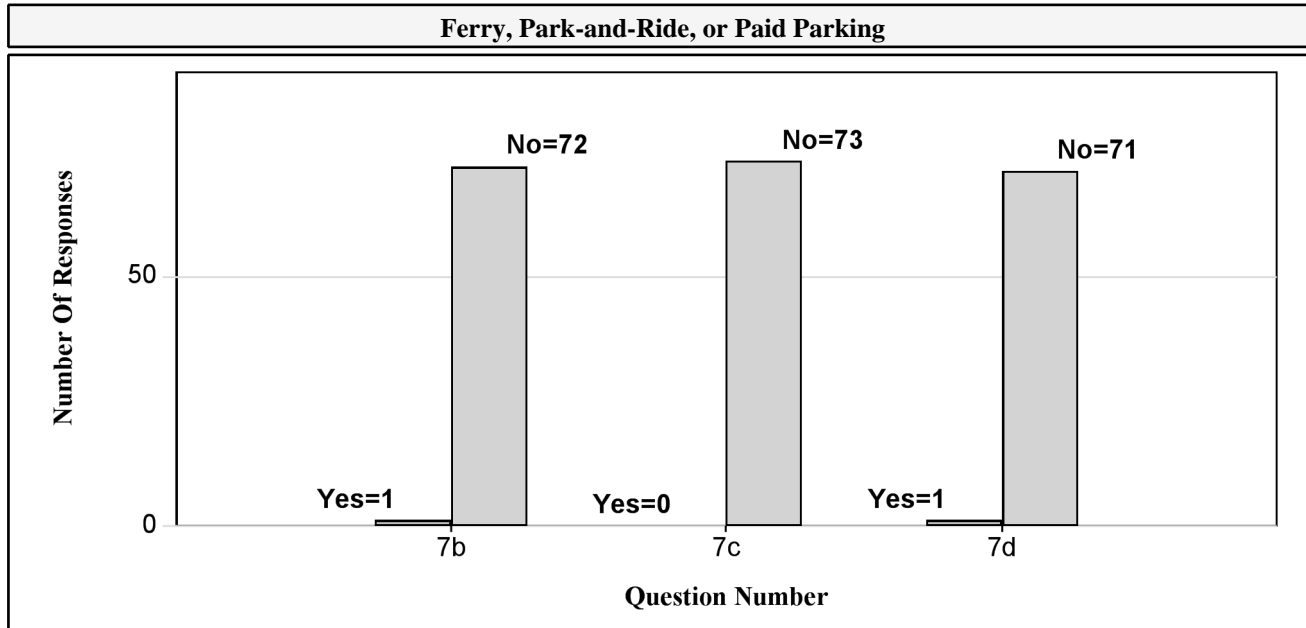
Q.7a. One-way, how many miles do you commute?

Average one-way distance home to work: 17.1 miles

Q.7b. Last week did you ride a ferry as part of your commute?

Q.7c. Last week did you use a park-and-ride lot as part of your commute?

Q.7d. Last week did you pay for parking as part of your commute?



**Employer ID:** E99689

## Preferred Incentives by All Employees

**Q.9 If you drive alone to work, which of the following would most encourage you to try using an alternative to driving alone? (Respondents asked to select the three incentives most important to them.)**

Preferred Incentive	# of Responses	% of all Responses
Personalized help forming a carpool or vanpool	6	3.7%
on-site childcare, banking, dry cleaning, fitness center or other services	4	2.5%
Other:	4	2.5%
Lockers and showers for walkers and bicyclists	3	1.8%
Improved security at park-and-ride lots	3	1.8%
A financial incentive (allowance/subsidy) for using an alternative to driving alone	26	16%
An immediate ride home in case of an emergency(guaranteed ride home)	23	14.1%
An employer-provided car for work purposes during work hours	22	13.5%
Opportunity to work at home(telework)	21	12.9%
More information about commute alternatives	2	1.2%
More spaces at park-and-ride lots	2	1.2%
On-site food service or kitchen facility	2	1.2%
A financial subsidy for giving up your parking space	2	1.2%
Secured, covered parking for your bicycle	2	1.2%
Transportation during lunch or breaks for personal errands	13	8%
A more flexible work schedule to meet carpools, vanpools, the bus,etc.	13	8%
More frequent bus service at the worksite	13	8%
Personalized help finding bus times and routes	1	0.6%
Priority, reserved, or discounted parking for carpools and vanpools	1	0.6%

Employer ID: E99689

## Likelihood of Trying Alternative Modes (Percentage of All Employees)

Q.10: How likely would you be to try the following ways of getting to work?

Mode	Do Now	Likely	Not Likely	Not an Option	# of Responses
Carpool	14.9%	33.8%	24.3%	12.2%	63
Vanpool	0.0%	24.3%	36.5%	16.2%	57
Bus	4.1%	13.5%	52.7%	12.2%	61
Train	1.4%	13.5%	33.8%	29.7%	58
Bicycle	2.7%	4.1%	33.8%	39.2%	59
Walking	0.0%	1.4%	31.1%	44.6%	57
Telework	4.1%	35.1%	20.3%	24.3%	62
CWW	1.4%	37.8%	20.3%	21.6%	60

## Employee Transit Use - All Employees

Q.11: Last week, how many one-way transit or walk-on ferry rides did you take on each listed below (for any purpose, not just getting to and from work)?

Trips / Week	Employees Making This Many Transit Trips in a Week									
	King County Metro	Sound Transit	Community Transit	Pierce Transit	Kitsap Transit	Intercity Transit	Everett Transit	Island Transit	Ferry As Walk-On	Other Transit
1	0	0	0	0	0	0	0	0	1	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0
10	0	1	0	0	0	0	0	0	0	0
11 or more	1	0	0	0	0	0	0	0	0	0
# Of Employees using Transit	3	1	0	0	0	0	0	0	1	0
Total One-Way Transit Trips Per Week	29	10	0	0	0	0	0	0	1	0

Employer ID: E99689

## Employee Transit Use - Affected Employees

Q.11: Last week, how many one-way transit or walk-on ferry rides did you take on each listed below (for any purpose, not just getting to and from work)?

Trips / Week	Employees Making This Many Transit Trips in a Week									
	King County Metro	Sound Transit	Community Transit	Pierce Transit	Kitsap Transit	Intercity Transit	Everett Transit	Island Transit	Ferry As Walk-On	Other Transit
1	0	0	0	0	0	0	0	0	1	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0
10	0	1	0	0	0	0	0	0	0	0
11 or more	1	0	0	0	0	0	0	0	0	0
# Of Employees using Transit	2	1	0	0	0	0	0	0	1	0
Total One-Way Transit Trips Per Week	25	10	0	0	0	0	0	0	1	0

Employer ID: E99689

## Commute Mode By ZipCode for All Employees

Q8. What is your home zip code?

			Weekly Count of Trips By Mode												
Home Zip code	Total Employees	Employee Percentage	Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (car/van/bus)	Ferry (walk-on)	Other
98002	6	8.22	27	0	0	0	0	0	0	0	0	0	0	0	0
98031	4	5.48	18	0	0	0	0	0	0	0	0	0	0	0	0
98032	4	5.48	15	3	0	1	0	0	0	0	0	0	0	0	0
98059	4	5.48	19	0	0	0	0	0	0	0	0	0	0	0	0
98092	3	4.11	14	0	0	0	0	0	0	0	0	0	0	0	0
98030	3	4.11	9	5	0	0	0	0	0	0	0	0	0	0	0
98058	3	4.11	9	4	0	0	0	0	0	0	0	0	0	0	0
99999 (invalid)	2	2.74	10	0	0	0	0	0	0	0	0	0	0	0	0
98001	2	2.74	6	0	0	0	0	5	0	0	0	0	0	0	0
98022	2	2.74	10	0	0	0	0	0	0	0	0	0	0	0	0
98008	2	2.74	8	0	0	1	0	0	0	0	0	0	0	0	0
98038	2	2.74	5	0	0	0	5	0	0	0	0	0	0	1	0
98040	2	2.74	8	3	0	0	0	0	0	0	0	0	0	0	0
98042	2	2.74	8	0	0	0	0	0	0	0	0	0	0	0	0
98166	2	2.74	9	0	0	0	0	0	0	0	0	0	0	0	0
98338	2	2.74	5	5	0	0	0	0	0	0	0	0	0	0	0
98391	2	2.74	11	0	0	0	0	0	0	0	0	0	0	0	0
98404	2	2.74	10	0	0	0	0	0	0	0	0	0	0	0	0
98055	2	2.74	10	0	0	0	0	0	0	0	0	0	0	0	0
98445	2	2.74	4	5	0	0	0	0	0	0	0	0	0	0	0
98466	1	1.37	5	0	0	0	0	0	0	0	0	0	0	0	0
98528	1	1.37	5	0	0	0	0	0	0	0	0	0	0	0	0
98056	1	1.37	5	0	0	0	0	0	0	0	0	0	0	0	0
98418	1	1.37	5	0	0	0	0	0	0	0	0	0	0	0	0
98422	1	1.37	3	0	0	0	0	0	0	0	0	0	0	0	0
98360	1	1.37	0	3	0	0	0	0	0	0	0	0	0	0	0
98362	1	1.37	3	0	0	0	0	0	0	0	2	0	0	0	0
98371	1	1.37	0	5	0	0	0	0	0	0	0	0	0	0	0

Weekly Count of Trips By Mode															
Home Zip code	Total Employees	Employee Percentage	Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (car/van/bus)	Ferry (walk-on)	Other
98373	1	1.37	5	0	0	0	0	0	0	0	0	0	0	0	0
98374	1	1.37	5	0	0	0	0	0	0	0	0	0	0	0	0
98375	1	1.37	0	5	0	0	0	0	0	0	0	0	0	0	0
98168	1	1.37	5	0	0	0	0	0	0	0	0	0	0	0	0
98198	1	1.37	5	0	0	0	0	0	0	0	0	0	0	0	0
98321	1	1.37	0	5	0	0	0	0	0	0	0	0	0	0	0
98051	1	1.37	0	5	0	0	0	0	0	0	0	0	0	0	0
98116	1	1.37	3	0	0	0	0	0	0	0	0	0	0	0	0
98136	1	1.37	4	0	0	0	0	0	0	0	0	0	0	0	0
98011	1	1.37	4	0	0	0	0	0	0	0	1	0	0	0	0
98006	1	1.37	5	0	0	0	0	0	0	0	0	0	0	0	0
98023	1	1.37	5	0	0	0	0	0	0	0	0	0	0	0	0